(b) The waterways identified by the NTPC in 1980 for consideration for declaration as National Waterways are The Ganga-Bhagirathi-Hooghly; The Brahmaputra,; The Narmada; The Tapti; The West Coast Canal in Kerala; The Godavari; The Krishna; The Mandovi & Zuari river and the Cumberjua Canal in Goa; The Mahanadi and The Sunderbans

(c) Yes, Sir.

(d) Out of the bove waterways identified by the NTPC for consideration for declaration as National Waterways, the following 3 have been declared as National Wataerways after conducting techno-economic feasibility studies;

(1) The Ganga-Bhagirathi-Hooghly river system from Haldia to Allahabad (1620 kms) as National Waterways No. 1.

(2) The Brahmaputra from Dhubri to Sadiya (891 kms) as National Wateways No. 2.

(3) The West Coast Canal from Kollam to Kottapuram (168 kms.) and Champakara Canal (14 kms) and Udyogmandal Canal (23 kms) as National Waterway No. 3.

Out of the remaining waterways, techno-economic feasibility studies have been undertaken in the Godavari; Krishna; Bramhani (Mahanadi); Sunderbans and Narmada.

Further, it is proposed to undertake a Techno-economic Feasibility study in Mandovi, Zuari rivers and Cumberjua canal in Goa. With regard to Tapti, navigation in this river is limited in tidal reach between Surat and Sea (25 kms.) Since the length is less than 50 kms. as prescribed by the NTPC (1980), it does not qualify for National Waterways.

Proposals for revival of HDPEL

5614. SHRI DIPANKAR MUKHERJEE:
SHRI NILOTPAL BASU:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the proposal for revival of HDPEL, which was under examination of Government, has been shelved or rejected, stating the reasons for the same; and

(b) the number of revival proposals recommended by different expert committees|consultants, which have not been accepted by Government so far, since nationalisation of HDPEL?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) The Hooghly Dock & Port Engineers Ltd. was nationalised on 28.6.1984. Since then 4 Committees|Consultants had recommended different investment combinations for modernisation and revival of HDPEL. For various reasons including the required rate of internal return (IRR), availability of funds etc., different combinations proposed by the Committees|Consultants were not fully accepted by the Government. The Government has, however, approved some of the schemes recommended by the said Committees/Consultants. Besides, Govt. has also spent on HDPEL till 31.3.95, a sum of Rs. 49.23 crores including a sum of Rs. 15.56 crores exclusively for renewals and replacements of production facilities.

Response of Private Entrepreneurs to BOT scheme

5615. SHRI SATISH PRADHAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what has been the response of the private entrepreneurs to Build,

Operate and Transfer (BOT) scheme and the total number of proposals received and finalised/cleared so far, with order of investment, project-wise and State-wise and the details of proposal still under consideration particularly for Maharashtra;

(b) what is the reaction of Government thereto; and

(c) what changes are proposed to be carried out in the scheme to attract private investment for development in RD sector?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (c) The response of the private entrepreneurs to Build, Operate and Transfer scheme has been satisfactory. No. private party has been given any assignment so far, pending amendment to the National Highways Act, 1956.

Handling over of lands of the Kandla area to Government of Gujarat

5616. SHRI KANAKSINH MOHANSINH MANGROLA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what objections Government of India have for handling over the undeveloped lands of the Kandla area to the Government of Gujarat;

(b) whether the Central Government intend to hand over the said undveloped lands to the State Government for development of the Gandhidham township;

(c) if not, what are the reasons therefor; and

(d) how much time will it take to decide handing over the said undeveloped lands to the Government of Gujarat?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d) The Central Government do not have any intention of handing over any land belonging to Kandla Port Trust at Kandla or Gandhidham to the State Government of Gujarat as they are not the property of the State Government and the entire land is required for the future development of the Port.

STATEMENT BY MINISTER

Correcting the reely given in the Rajya Sabha on the 16th March, 1995 to Unstarred Question 244 regarding false cases against Freedom Fighters

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN) Madam, in answer to parts (a) and (b) of Starred Question No. 349... (*Interruptions*)...

श्रीमती सुषमा स्वराज (हरियाणा) : सर, यह रोज रोज क्या हो रहा है ? रोज ही आन्सर के करेक्शन का आ जाता है । हर रोज आर्डर पेपर में ऐसी चीज लगी रहती है ।

(उपसभापति पीठासीन हुई ।)

उपसभापति : पहले जवाब तो सुन लीजिए ।

श्रीमती सुषमा स्वराज : मैडम, बहुत ही सीरियस मैटर है । पहले क्यों नहीं सही जवाब देते ?

उपसभापति : पहले पूरा जवाब सुन लीजिए ।

SHRI S. B. CHAVAN: In answer to parts a) and (b) of Starred Question No. 249 answered on 16-3-1994 the following statement was laid on the Table of the Rajya Sabha:

"Some representations from Members of Parliament and others alleging institution of politically motivated cases by CBI against